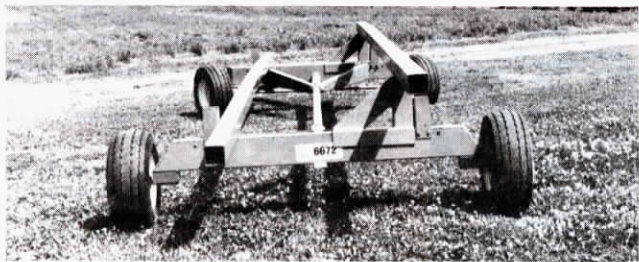


# "Made it Myself"

Some of the best new products we hear about are "made it myself" innovations born in farmers' workshops. If you've got a new invention or favorite gadget you're proud of, we'd like to hear about it. Send along a photo or two, and a description of what it is and how it works. Is it being manufactured commercially? If so, where can interested farmers buy it? Are you looking for manufacturers, dealers or distributors? (Send to: FARM SHOW, Box 704, Lakeville, MN 55044).

*Harold M. Johnson, Editor*



## Combine Header Transport

"If you have a little used light-weight wagon around your farm, you've got the main component for building your own combine header transport," says Ed Miller, Vice President of sales for the M.E. Miller Tire Co., Wauseon, Ohio, a company that makes low profile tires for header transport.

The first step in building your own transport wagon is to determine what size header will be placed on the transport. After this decision, you'll need to extend the distance between the two axles by installing a longer wagon reach between the two axles. For example, Miller says that for a 12-ft. head, the axles should be about 8½ ft. apart. The header can hang over the front a little more than a foot and about 2 to 2½ ft. on the back.

The next step is to bolt a lower rest bar to the wagon chassis. Miller recommends 4-in. square tubing about ¼ in. thick. The bar is attached on the inside part of the existing stakes and sets right on the axles. The second rest bar should be mounted higher than the other rest bar so the header sets evenly when placed on the transport. After

determining this measurement, weld a frame to hold the bar at the desired height.

Miller notes that most of the parts for building a transport wagon can be found around the farm or at salvage yards. He stresses the need for using materials strong enough to handle the equipment's weight.

The Miller Tire Co. sells low profile tires and wheels that lower wagon height and keep tires well below and out of the way of transported headers.

The 20.5/8.0-10 tire, with 6-hole wheels cost \$82.50 each. The wheel requires at least 4 in. of clearance between the wheel hub and the wagon. Tires and wheels are available for wagons with less clearance and different bolt patterns. Other uses for low profile tires include portable feed bunks, portable fruit stands and orchard wagons.

Miller says he'll be happy to answer any questions about building header transports.

For more information, contact: FARM SHOW Followup, Ed Miller, M.E. Miller Tire Co., Box 5-17386-SH 2, Wauseon, Ohio 43567 (ph 419 355-7010).



## New-Style Chassis For Farm Wagons

"It has the capacity of a 4-wheel wagon and the maneuverability of a 2-wheel wagon," says Verlin Wiggers, Iroquois, S. Dak., inventor of a new-style wagon chassis with castor-mounted front wheels.

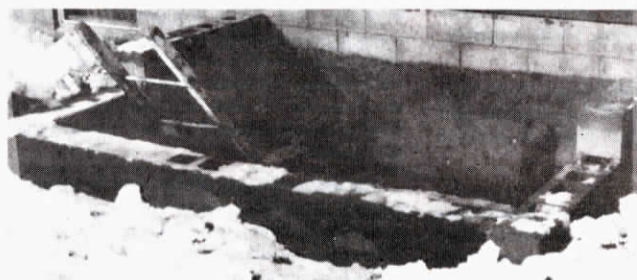
Unlike most 4-wheel wagons, Wiggers says his 4-wheeler backs up as easily as a two wheel trailer. The key to the design, he explained to FARM SHOW, is not only in the castor wheels but also in the rigid hitch that runs under the front axle and fastens to the rear axle. This assures that the castor wheels pivot wherever the hitch goes, without offering resistance.

"The rigid tongue also makes the trailer trail better at highway speeds without swaying."

points out Wiggers. He notes that a pivot point in the front tongue allows for vertical movement over uneven ground.

The 6, 8 and 10-ton models of the wagon chassis are made to accommodate conventional wagon boxes or flatbeds, which are simply butted up against the front elevated beam (see photo). Wiggers makes a rear-dump gravity feed box that fits over the front axle, a sloping back at a 35° angle. He notes that whatever the wagon box mounted on it, the chassis is designed for the most rugged field work, as well as over-the-road travel.

For more information, contact: FARM SHOW Followup, Verlin Wiggers, Iroquois Mfg., Iroquois, S. Dak. 57353 (ph 605 546-2221).



## Underground Wood Shed

Lacking room to store wood in his basement and tired of carrying wood down basement stairs, Ray Johannsen, Pipestone, Minn. decided to build an underground wood bin alongside his house.

The bin, made with concrete, is built right against the foundation of the house. The top blocks bolt to the foundation and two steel rails support the roof, which is made of wood siding and slopes to the front to keep moisture off.

The roof on the 10-ft. wide bin, that extends 6 ft. off the

house, lifts up so they can use a tractor and loader to fill it with wood. To get into the bin, the Johannsens cut a door in their basement wall.

"Since the bin is in the front of the house," Ray says, "we plan on putting astro turf over it to improve the looks."

The Johannsens would be happy to share their plans with interested readers.

For more information, contact: FARM SHOW Followup, Ray Johannsen, R.R. 1, Box 63, Pipestone, Minn. 56164.